NextGEN

Federal Aviation Administration

Integrated Flight Planning

Operators and traffic managers have immediate access to identical weather information through one data source.

Streamlined Departure Management

RNAV and **RNP** precision allows multiple departure paths from each runway. Departure capacity increased.

Efficient Cruise

RNAV, **RNP** and **RVSM** utilize reduced separation requirements increasing airspace capacity. Aircraft fly most optimal path using trajectory-based operations considering wind, destination, weather and traffic. Re-routes determined with weather fused into decision-making tools are tailored to each aircraft. **Data Communications** reduce frequency congestion and errors. **ADS-B** supported routes available for equipped aircraft.

Streamlined Arrival Management

Arrival sequence is planned hundreds of miles in advance. **RNAV** and **RNP** allows multiple precision paths to runway. Equipped aircraft fly precise horizontal and vertical paths at reduced power from descent point to final approach in almost all types of weather. Time and fuel are saved. Emissions and holding are reduced.

Surface Traffic Management

Automation optimizes taxi routing. Provides controllers and pilots all equipped aircraft and vehicle positions on airport. Real-time surface traffic picture visible to airlines, controllers and equipped operators. Surface movement management linked to departure and arrival sequencing. **ADS-B** and **ASDE-X** contribute to this function. Taxi times reduced and safety enhanced.

Enhanced Predeparture Clearances

Pilots and controllers talk less by radio. **Data Communications** expedite clearances, reduce communication errors. Pilot and controller workloads reduced.

Surface Traffic Management

Runway exit point, assigned gate and taxi route are sent by **Data Communications t**o pilots prior to approach. Pilot and controller workload reduced and safety improved.

NextGen PHASES OF FLIGHT

www.faa.gov/nextgen

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